Airlines' Safety Prevailing in India

31. SHRI INDER KUMAR GUJRAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attention has been drawn to a write-up which appeared in the International Herald Tribune of 3rd September, 1993 and the Times of India of 11th September, 1993, on airline safety prevailing in India, whether India has been declared as the most dangerous country for air travel because of unsafe airports, poor infrastructure and questionable pilot training; and

(b) if so, the details thereof and the steps taken by Government to remedy the situation?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Although the safety record of Indian Airline is lower than world average, the media tends to exaggerate it. The safety record of Air India is among the best in the world. The steps taken by Directorate General of Civil Aviation to enhance the level of air safety include the following:

(i) Safety audit of airlines.

(ii) Implementation of recommendations emanating from reports of investigations into aircraft accidents.

(iii) Upgradation of facilities at airports.

(iv) Periodic inspection of aerodromes.

(v) implementation of measures to eradicate bird menace at airports.

(vi) Monitoring of flight recorders.

(vii) Disseminations of safety information to operators.

Payment to Financial Institutions by Five Star Hotels

32. SHRI S. P. MISHRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that five star hotels located in metropolitan cities have defaulted in payment to the tune of lakhs and lakhs of rupees to the Financial Institution; and

(b) if so, what are the details in this regard and what steps Government propose to take to recover the amount?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The information is being collected and will be laid on the Table of the Sabha.

Privatisation policy of Airlines

33. SHRI BRAHAM DEO ANAND PASWAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that consequent upon the policy of privatisation of Airlines, Private Airlines Companies like East and West Airlines and Jet Airlines etc. are providing alround satisfactory services to thousands of passengers everyday;

(b) whether it is also a fact that these private companies are earning huge profits and Government run airlines like 'Indian Airlines' and 'Air India' are running into losses;

(c) whether the pay scales and many other facilities provided to the employees of these private airlines are much better as compared to the employees of Government airlines; and

(d) if so, whehter Government propose to provide the staff of Indian Airlines and Air India with best competitive pay scales and other facilities, if so, by when and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) There is no proposal at present for privatisation of the national carriers. Air Taxi Operators have been permitted to provide non-scheduled services

to the public domestic sectors subject to observance of the guidelines issued in this regard.

(b) Air Taxi Operators are not required to submit their profit/loss accounts to the Ministry of Civil Aviation. During 1992-93, Air India has earned a profit of Rs. 333.14 crores and Indian Airlines has shown a loss of Rs. 195.11 crores.

(c) It is reported that certain categories of employees of air taxi operators are better paid than those in the national carriers.

(d) No, Sir. Pay scales of the employee of Air Taxi Operators cannot be taken as the benchmark for revision of emoluments of the employees of Indian Airlines/ Air India. Pay and Allowances of the employees of Air India and Indian Airlines have evolved gradually over a period of time as a result of negotiated settlements/awards. A National Industrial Tribunal has been set up to examine and give its award on :

(a) Question of parity in wages etc. between employees of Indian Airlines and Air India.

(b) Question of relativity of wages within the organisation itself.

(c) Classification of employees into workmen and non-workmen categories.

(d) Fixation of wages and allowances and working conditions for all categories of employees in Indian Airlines and Air India for a period of 5 years w.e.f. 1-9-1990.

Decline in Arrival of Tourists in Punjab and J&K

34. SHRI IQBAL SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there has been any decline in the tourists arrivals in Punjab and Jammu and Kashmir ;

(b) if so, the details thereof and the reasons therefor ; and

(c) the losses suffered on that account ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) As per the information available from the State Governments, there has not been any decline in tourist arrivals in Punjab during the last few years and upto June, 1993. However, in the case of J&K, there has been a substantial decline in tourist arrivals in Kashmir Valley since 1989 due to disturbed conditions in that State. The tourist arrivals since 1989 are as given below :

Year	Tourist Arrivals
1989	5,57,977
1990	10,722
1991	6,287
1992	10,324
1993 (Upto July)	3,957

The total yearly loss suffered by the tourism trade on account of the decline in traffic in Kashmir Valley is roughly estimated to be Rs. 500 crores.

Master Plan for Tourism Sector in the Country

35. SHRI IQBAL SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have formulated a master plan for the development of tourism sector in the country ; and

(b) if so, the details thereof and if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) The National Action plan for the development of tourism presented in the Parliament on 5th May, 1992, envisages an increase in the share of India,